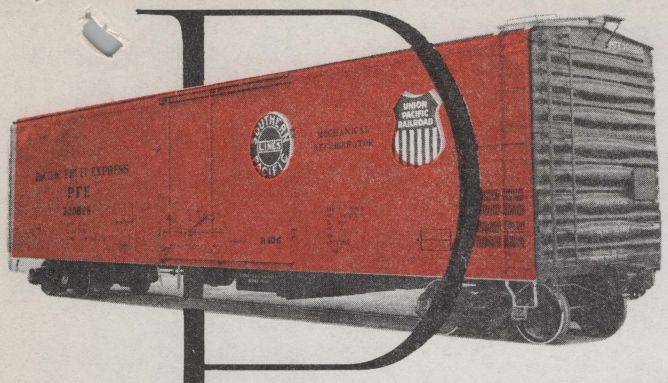

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NEWS LETTER

PACIFIC FRUIT EXPRESS COMPANY

SAN FRANCISCO, CALIFORNIA

JANUARY 1959

This issue of the News Letter is produced on a letterhead which was designed by Samuel J. Clark, Architectural Draftsman in our Engineering Department in San Francisco, and typed on a new Vari-Typer now in use in our Accounting Department. We hope this addition of a little color to the monthly message will make the News Letter more eye-appealing and interesting to you.

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The year 1959 presents many challenges to PFE. Ours is a fast and ever-changing business, yet it evolves around an industry that basically has never changed and that will always be in existence and necessary to our very lives -- the production, preservation and distribution of FOOD! Anywhere in the world, in peace or war, in times of plenty or in times of adversity, food is the most important commodity to be transported from producer to consumer -- its future is assured -- our job is to see that we continue to render the type of efficient and satisfactory service that will assure PFE and its Owning Lines an important place in the future transportation of it. With the constantly changing methods of preservation and distribution of food products, we must be on the alert to change with them to keep PFE's important position in the perishable transportation field. Some of the steps that have been taken or will be taken to do this will be elaborated upon in subsequent News Letters; however, whatever measures have been or will be devised, you as the individual are needed to help accomplish the purpose by continued cooperative efforts toward efficient operations, both service-wise and cost-wise -- and I am counting on that help from you in 1959.

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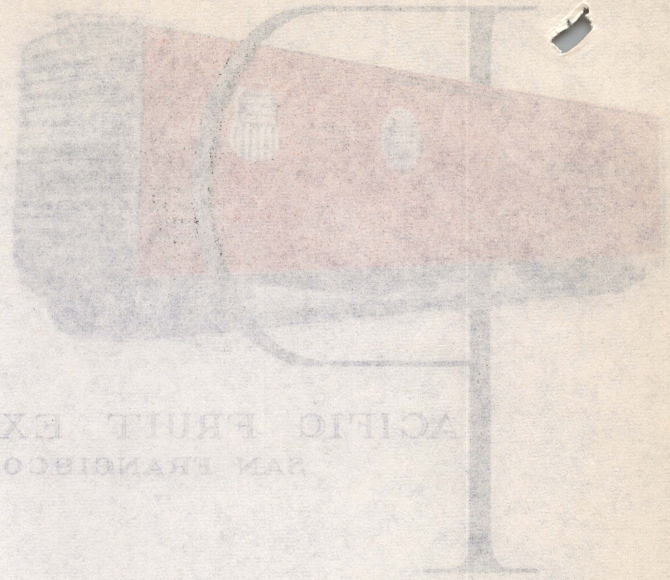
P.F.E. LOADINGS

	1958			1957		
	PFE Cars	Foreigns	Total	PFE Cars	Foreigns	Total
December	*24,876*	*1,182*	*26,058*	*27,295*	*940*	*28,235*
Year	*318,463*	*29,871*	*348,334*	*334,541*	*26,673*	*361,214*



PFE NEWS LETTER

PACIFIC FRUIT EXPRESS COMPANY
SAN FRANCISCO, CALIFORNIA

CAR SITUATION

As of January 1st, situation was satisfactory although supplies on line were well below last year, due primarily to the fact that PFE cars in active service were some 3,000 cars less than on January 1, 1958. With the shortened schedules on our contract and connecting lines, there is not only a more rapid return of our cars from the East but a faster handling is being given westbound empty reefers from outer gateways to our shops and from shop and distribution centers to loading areas, thus permitting adequate protection with a lower working car supply. As the month progressed, loadings picked up in volume, particularly in Idaho and in the desert valleys of southern California and Arizona so that by mid-month situation tightened and protection of business was reduced to a day to day basis. To avoid a shortage in Idaho, it became necessary to bolster Missouri River gateway receipts by obtaining 200 SFRD cars from the AT&SF at Kansas City on January 11th, 12th, and 13th. A more or less tight situation is expected to prevail through remainder of January and during most of February.

CROP CONDITIONS

ALONG UNION PACIFIC

Utah-Idaho District: While potato stocks on hand in Idaho are estimated at some 3½ million sacks greater than last year, there is said to be an exceptionally heavy cullage due, it seems, to the dry, hot growing season which necessitated a great deal of irrigation and which now appears to have affected the keeping quality of some potatoes. Probably the storage tonnage will therefore be revised downward as the year progresses, nevertheless most dealers feel the shipping tonnage from now on to the end of the season will at least equal that of last year. Although practically all cars are being loaded with 400 sacks under present incentive rates as compared with the usual load of 360 sacks that obtained last year, car loadings for the season to date are ahead of last year and loading is continuing at a heavy rate. An interesting report was given at Boise recently on per capita consumption of potatoes. This figure dropped from around 175 pounds in the late 1930's to only 98 pounds in 1955. Consumption has now climbed to 104 pounds of which, however, only 82 pounds are fresh potatoes. The remaining 22 pounds are consumed in processed form such as canned, frozen, instant mashed, flour, and chips. Chips are by far the most popular, comprising 16 pounds of the 22 pounds of the processed potatoes.

Northwest District: Loading of deciduous fruits continues in seasonal volume; however, it is consistently lighter than last year as there were smaller apple and pear crops in the Northwest this season. Canned goods loading also is running below last year due to a greater utilization of DF and insulated box cars. Frozen food shipments will continue under last year due to smaller processing of crops and heavier loads per car as a result of greater availability and use of mechanical cars. Other miscellaneous shipments should be on a near seasonal basis except for beer loading which will continue in light volume due to greater use of box and DF cars. The beer people have found their product can be carried safely in box equipment during the winter and the box car with its larger door opening allows for more efficient loading and unloading by mechanical means.

Eastern District: Loadings consist of a nominal movement of packing house products and a consistent movement of canned goods and other miscellaneous. Western Nebraska potatoes are moving slowly; however, there has been an increase in rail movement with 17 cars shipped in December versus one car in December 1957.

ALONG SOUTHERN PACIFIC

Oregon: Potato movement from Klamath Basin continues in consistent seasonal volume. Loadings for the season through December 31st amounted to 1,044 cars compared with 902 last year. Actual tonnage moved is still greater than the car loading would indicate considering that cars are now being loaded with 40,000 and 50,000

lbs., whereas last year the standard load was 36,000 lbs. Loadings currently consist of seed potatoes, U.S. Quartermaster consignments, and commercial shipments into the San Francisco Bay area. Truck shipments through December were 1,702 compared with 2,588 last year. Medford pear loading is in normal seasonal volume and will continue consistent with market demands. Storages as of January 1st amounted to 1,204 carloads compared with 1,424 cars stored same date last year. Principal commodities moving from Willamette Valley points are canned goods, frozen foods, and onions. Canned goods loading in refrigerator cars continues in lighter volume than last year due to a greater usage of insulated and DF box cars.

Northern California: Perishable movement from this area is in usual low seasonal volume. The principal commodities now being shipped are canned goods from East Bay points, San Jose, Sacramento, and Stockton areas. The loading of this commodity in reefers continues to decline in comparison with last year and may diminish further as more DF cars are made available. Citrus loadings from Porterville resumed normal volume after the Holiday lull. The markets have been steady with demand somewhat heavier than the prorated allotments. Loadings should continue at a steady rate through February. Below normal temperatures were experienced early in the month causing foliage burn on young trees. Although lows of 25 degrees occurred in some spots and lasted several hours, actual damage to fruit was confined to a probable reduced quality with very little fruit actually lost. The growing Valencia crop is expected to overcome frost damage by harvest time in late April. Winter vegetables from Salinas Valley consisting of cauliflower, broccoli, Brussel sprouts, and a few carrots should continue in light but steady volume. The next major crop to come into production will be asparagus which should commence harvesting last half of February. A large crop of good quality is anticipated. Last year the "grass" production was light and below par due to excessive moisture. With the new incentive rates and shorter schedule, a greater volume is expected to move by freight with lighter express shipping.

Southwest District: The bulk of perishable loading during January and February will come from Imperial Valley, Arizona, and West Coast of Mexico. Imperial Valley lettuce reached heavy production the week commencing January 4th and was in peak volume by the 14th. Loading will continue heavy through the month and well into February. In addition to lettuce, Imperial Valley is shipping 30 to 35 cars of cabbage and carrots daily. In Yuma Valley lettuce production is light and will continue so until new spring acreage comes into production in February. The Theba District winter lettuce deal came to a close during week of January 11th with 350 cars loaded at Theba and another 150 carloads trucked to Tolleson and Dixie for cooling and loading. The spring lettuce acreage around Theba will reach maturity around middle of February. In Salt River Valley there is a light but steady movement of cauliflower, broccoli, celery, and some citrus fruit. Spring lettuce deal will not get underway until last half of February. Vegetable movement off the West Coast of Mexico picked up gradually in January reaching an average of 30 to 35 daily by mid-month with heavy production expected by last week in January. In the southern California territory west of Banning, perishable products are seasonally light. Citrus fruits are moving in light volume. Shipments will not increase to any great extent until the bulk of northern California crops have been harvested and moved. Winter vegetables from Los Angeles area, Oxnard, and Guadalupe Districts and celery from San Diego are the principal crops now being shipped from this territory.

T&NO: The producing sections of Rio Grande Valley and Uvalde-Eagle Pass Districts continue to be plagued with unfavorable weather. Additional rain early in January followed by a cold spell has further retarded vegetable production and loading is running far behind that of last year. However, growth in the late planted acreages is proceeding and a moderately good movement should be under way by the last week in January. Normal heavy winter production, however, will not take place until around the middle of February.

The following PFE people have recently retired from our service:

Anton O. Anderson.....Carman....Roseville

Antonio Cimarusti.....Carman..Los Angeles

Albert R. Daugherty....Carman....Roseville

William E. Dunning.....Carman....Roseville

Archie J. Lewis.....Car Distr...Sacramento

Manuel B. Lopez.....Carman.....Tucson

Angelo Mennucci.....Carman....Roseville

William J. Montgomery..Carman....Roseville

Isidro Ramirez..Carman-Helper.....Colton

Lorenzo Roskelley.....Carman....Roseville

Jose V. Romero.....Carman.....Tucson

Emil E. Steffanus.....Carman..Los Angeles

To each of them, we extend our best wishes for a long and happy retirement.

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We extend our congratulations to Robert Rodriguez, Assistant Section Stockman, Stores Department, Los Angeles, for his essay entitled "The Training of Personnel," which rated publication in Railway Purchases and Stores magazine. Bob's essay was entered in the 1958 essay contest sponsored by the Purchases and Stores Division of A.A.R. and received honorable mention. His article on this very timely and important subject is highly recommended for good reading and food for thought.

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"*The world turns aside to let any man pass who knows where he is going.*"

-- David Starr Jordan

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CHAS. AHERN

Vice President & General Manager

The following 356 people have recently retired from our service:

Anton O. Anderson.....German.....Roseville

Antonio Cimarusti.....German.Los Angeles

Albert R. Daugherty.....German.....Roseville

William E. Dunning.....German.....Roseville

Archie J. Lewis.....Car Dlstr.....Sacramento

Manuel B. Lopez.....German.....Tucson

Angelo Mennucci.....German.....Roseville

William J. Montgomery.German.....Roseville

Isidro Ramirez.German-Helper.....Colton

Lorenzo Roskelley.....German.....Roseville

Jose V. Romero.....German.....Tucson

Emil F. Sbellanus.....German.Los Angeles

To each of them, we extend our best wishes for a long and happy retirement.

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CHAS. AHERN

Vice President & General Manager